

WILSON & CABELD

Auto Beauty Clinic

READY TO
TREAT
YOUR CAR

Here in this completely equipped and expertly-manned station, we use the latest equipment and the most up-to-date methods to treat your car. And you'll be glad to entrust yours to an A.B.C. treatment. Glad to accept convenient terms of payment.

- * PAINTING
- * TENDER REPAIRS
- * WELDING
- * BODDY BUILDING
- * REAMS
- * STRAIGHTENING
- * STEAM CLEANING
- * SMOOTHING
- * VACUUM CLEANING
- * UPHOLSTERING
- * FLOOR MATS REPAIRED

WILSON & CABELD

(CORPORATE AND CHIEF ENGINEERS)

A Whole "Auto Race" of Our Own

825 YATES
Used Cars and
Tires925 YATES
Body and Paint Shop
Welding—Tires971 YATES
New Car Showroom
Used Cars—TiresWHAT DO
YOU THINK?

Commencing tomorrow evening a new series of broadcasts entitled "What Do You Think?" will be inaugurated. They will run every Monday evening from now until Election Day, October 21. Those speaking will not necessarily be candidates, but will be speakers representing the viewpoints of a complete cross section of B.C. voters.

MONDAY, 8 P.M.

Mr. Arch Collins on "Why I Support the Conservative Party."—a young man's point of view.

TUESDAY, 6:45 P.M.

Mr. Stephen L. Gifford, B.C. Revenue Tax Commissioner, on "The Future of the Province of British Columbia."

WEDNESDAY, 8:30 P.M.

Mr. J. J. Baines on "A History of the Conservative Party."

STATION

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TUNE IN THIS WEEK

THURSDAY, 8:30 P.M.

Conservative Leader, L. M. Macdonald, K.C., on "Federal Policy."

FRIDAY, 8:30 P.M.

T. G. Horn, K.C.

VOTE
CONSERVATIVE

CLIP THIS

C. F. Public Meetings

TUESDAY, 7:30-8:45 P.M. THEATRE HALL—MRS. HILARY BROWN
THURSDAY, 7:30-8:45 P.M. CHAMBER OF COMMERCE—C. WRIGHT, M.P.
SATURDAY, 11:30-12:45 P.M. HIGH SCHOOL—HAROLD WHITMAN
For Your Contribution to Active Citizenship, See Notice 1941 at 441 at
B.C. Public Meetings

VICTORIA LIBERAL ASSOCIATION HEADQUARTERS

316 BROUGHTON STREET

Information	Parsons 1112 and Empira 2712
Transportation	Bacon 2117 and Bacon 2118
Ward One	Bacon 2714
Ward Two	Bacon 2814
Ward Four	Bacon 2814
Ward Five	Bacon 2814

LIBERAL MEETING, MONDAY, OCTOBER 6—8 P.M.

VICTORIA WEST HOSPITAL, 441 BROADWAY STREET
SPEAKERS: W. S. STANLEY, K.C. MAY 17, 1941; and W. S. STANLEY, K.C. MAY 17, 1941

PENSIONERS TO MEET

The old age pensioners of Victoria will hold their general meeting in the lower hall, First Baptist Church, Sunday, Oct. 6, at 2:30 p.m. on Thursday. Visitors are invited to attend and address the meeting.

The minister of the Old Kirk, Rev. J. H. Macdonald, will be the guest speaker.

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Political Meetings
Monday Night

Conservative—Victoria West Hospital, 441 B. St., 8 p.m. Speakers: Major J. D. Hunter, Aldermen D. D. McTavish and W. M. McTavish.
Liberal—Victoria West Hospital, 441 B. St., 8 p.m. Speakers: W. T. Brink, K.C. Mr. A. G. New and C. A. A. Brown.
Liberal—Laurel, Langford Hall, 8 p.m. Speaker: Commissioner C. T.

C.P.—Langford, Launce Hall, 8 p.m. Speakers: Henry Walker, Mrs. Kenneth McMillan and W. B. Caird.
Conservative—Deep Cove, B.C. Exhibition, 8 p.m. Speaker: Mr. C. T. Brink, K.C.
Liberal—Keston Temperance Hall, 8 p.m. Speakers: W. B. Walker, K.C. and Mr. E. B. Barr.

GYROS MEET AT
FIRE HALL HERE

Clubmen to See Firemen at Work—Thanksgiving at Rotary Meeting



FIRE CHIEF ALAN MURDO

CLUB CALENDAR

SUNDAY—Victoria Gyro Club luncheon meeting, Main Fire Hall, 12:30 p.m.

MONDAY—Victoria Kiwanis Club luncheon meeting, Empress Hotel, 12:30 p.m.

TUESDAY—Victoria Kiwanis Club luncheon meeting, Empress Hotel, 12:30 p.m.

WEDNESDAY—Victoria Kiwanis Club luncheon meeting, Empress Hotel, 12:30 p.m.

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THERE IS PLENTY OF
COAL IN WESTERN
CANADA!

But ...

Man Power and Transportation Problems Must Be Overcome To Insure A Steady FLOW OF SUPPLY

YOU CAN HELP CANADA'S WAR
EFFORT BY CO-OPERATING WITH US

Whenever public convenience and necessity seems likely to be threatened many people unwittingly make wild assertions about conditions which they have little or no information.

For that reason we are making some frank statements about the problems of the coal industry to allay any fears you may have and yet at the same time to urge caution in over optimism.

The coal industry has serious problems to overcome in the next few months. These problems are not by any means insurmountable, providing we have your earnest and sincere co-operation. If we do not get this co-operation some good coal, some too much coal, while there are no coal at all.

First of all, there is plenty of good coal in Western Canada.

There is a definite shortage of skilled labour to mine the supply because of the war. However, we are laying plans carefully now to overcome any possible threatened difficulties, and we have every reason to believe we can cope with the steadily increasing demands.

HOWEVER

WE ARE NOT EQUIPPED TO MEET A PANIC RUN CAUSED BY COAL HOARDING. WE MAY NOT BE ABLE TO MEET THE METICULOUS DEMANDS OF SOME BUYERS FOR FANCY GRADES DURING THESE TRYING TIMES, BUT WE REPEAT THERE WILL BE PLENTY OF COAL, AND IF ONE GRADE OR KIND IS NOT NOW AVAILABLE, SOME OTHER WILL BE. REMEMBER, THE WAR HAS PLACED OUR INDUSTRY AT A DISADVANTAGE JUST AS IT HAS MANY OTHERS.

SO WE ARE ASKING YOU CO-OPERATION IN THIS WAY:

1. Do not ask for large deliveries of coal at one time—you may be taking coal from a much needed war industry—but place your season's order for the convenience of the distributors and producers.
 2. Allow your dealer to advise you on grades of coal that are readily available. Dealers of recognized standing will play the game with you. If in doubt at any time consult the Collieries commissioning engineer.
 3. Have your furnace checked up now so that you can get the most heat for your dollar. Waste is unprofitable.
 4. Remember, coal gives economical, steady heat. Many people have never realized themselves of the opportunity of discussing their heating unit with the commissioning engineer service offered by any of the Vancouver Island Coal dealers. This service is free of charge.
- With your help we will get through with flying colours. Remember, when you are co-operating with these requests you are assisting one of Canada's vital war industries and helping to beat Hitler.

INSERTED BY THE PRODUCERS OF

Nanaimo-Wellington and Comox Coal

FEWER WAGERS
ON B.C. TRACKS

Provincial Treasury Reports That \$3,007,934 Passed Through Betting Machines

Eight new wagers in British Columbia this summer in Montreal and Grand Junction, are being wagers decline by \$384,462, from \$2,372,442 reported in 1940 to \$1,987,980, according to records compiled yesterday at the Provincial Treasury.

The past year's figures collected by the Government's abstract proportionately, about the same, with a proportion, of the tax being related for taxation.

though the exact figure was not set forth in the Vancouver area, the revenue from the wagers was reported as follows: Last year, \$2,372,442 and \$1,987,980.

At the annual meeting of the Vancouver Island Private Schools Association, held on Friday the following officers were elected for the year 1941-42.

President, K. C. D. Brown, vice-president, Mr. D. Brown, secretary, Mr. D. Brown, treasurer, Mr. D. Brown.

C. V. Nelson who has been secretary since the inception of the association, was made an honorary member.

The new Provincial association, related the same, with a proportion, of the tax being related for taxation.

Private Schools
Elect Officers

At the annual meeting of the Vancouver Island Private Schools Association, held on Friday the following officers were elected for the year 1941-42.

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C. V. Nelson who has been secretary since the inception of the association, was made an honorary member.

The new Provincial association, related the same, with a proportion, of the tax being related for taxation.

ON GUARD AT SEVENTY-NINE

ARUNDEL, England Oct. 4.—Prof. Graham of Arundel, was turned down as too old to take over the post of the Royal War Office.

At the annual meeting of the Vancouver Island Private Schools Association, held on Friday the following officers were elected for the year 1941-42.

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WATLEY BACK AT SEA

WATLEY, British Columbia Oct. 4.—Capt. W. Watley, British Columbia, returned to sea duty after a leave of absence.

At the annual meeting of the Vancouver Island Private Schools Association, held on Friday the following officers were elected for the year 1941-42.

President, K. C. D. Brown, vice-president, Mr. D. Brown, secretary, Mr. D. Brown, treasurer, Mr. D. Brown.

C. V. Nelson who has been secretary since the inception of the association, was made an honorary member.

The new Provincial association, related the same, with a proportion, of the tax being related for taxation.

PHONE G 1194

"There is no substitute for good lighting"



FLUORESCENT LIGHTING

when correctly planned and installed, has been found to be the best answer to many Commercial and Industrial lighting problems

Free Advisory Service

If you have a lighting problem, we will gladly have a qualified illuminating engineer make a thorough survey of your premises and requirements. We will advise you on modern methods and equipment and, in many cases, be able to show you how scientific planning will give you better lighting at a comparatively low cost.

We invite you to take the fullest advantage of this service. Telephone our Commercial Lighting Department, G 7121.

B.C. ELECTRIC

WATERPROOF CLOTHING
Bath Robes and Pajamas - Children's Pajamas, Coats, Dresses and Blouses - Bath Towels, Gowns, and Nightgowns - Made in Canada
F. JEUNE & BRO. LTD.
100 JERVIS STREET PHOENIX 6-4672

Fried Chicken Dinner

Served From 12 to 5 P.M. **75c**
SIDNEY HOTEL, SIDNEY

YOUR CHRISTMAS GIFT FOR BRITAIN

SEND YOUR FRIENDS A PARCEL OF RATIONED FOOD OVERSEAS
We Pack, Wrap and Mail Parcels at a Little Charge
Phone 4-7780 (See Notice)

Scott & Peden Ltd.

Cor. Bore and Comstock
GROCERIES - VEGETABLES - HUNTERS' SUPPLIES

Gray Line Sightseeing Trips Daily

Phone Grand 4151 for Information

ALSO TAXI CARS

For Fire and Automobile Insurance, Rentals and Real Estate, Consult

ELSIE B. RICHARDS
Suite 7, Mariposa Building, Opposite Postoffice
PHONE 8-5192 M12

COLOR PRODUCTION

VANCOUVER, Oct. 4 (CP)—(By wire) —

Living-Room Groups

Two Living Rooms Furnished for \$99.50
12 PIECE GROUP \$99.50 to \$119.50
On Terms

Champion's Ltd.

177 Fort Street Phone 12412

N. W. Whittaker

(Herald Candidate for Senate)
TUESDAY, OCT. 7 8 P.M.

St. Augustine's Hall

Deep Cove

Commander Charles T. Beard

LIEUTENANT COMMANDER
Will Address a Public Meeting at the
LEGION HALL, LANGFORD
on MONDAY, OCTOBER 6 at 7 P.M.
The Guest Speaker will be
CAPTAIN MORTIMER C. B. CROFT, Victoria

"Here Comes Mr. Jordan" Is Offered at the Capitol

One of the greatest comedies in motion picture history—great because it depicts completely from the human side the life of a man who is a saint in the eyes of the world, but a man of deep emotion, because it

is magnificent and unparallelled in its scope as the Capitol Theatre's first film in its history. "Here Comes Mr. Jordan" is a masterpiece of a standard comedy performance. Robert Montgomery, in one of the most unusual roles ever brought to the screen, is starred in the story of a man who is a saint in the eyes of the world, but a man of deep emotion, because it is magnificent and unparallelled in its scope as the Capitol Theatre's first film in its history.

Appear in Naval Drama



A Scene From "Neutral Port," Starring Will Fyfe, Linda Bore and Yvonne Arnaud, Which Open Tomorrow at the Plaza Theatre.

Louis D. Braudis Is Critically Ill

WASHINGTON, Oct. 4 (AP)—Louis D. Braudis, sixty-four-year-old director of the Supreme Court, is in a coma and is expected to die within a few days, according to a source familiar with his condition.

Braudis, whose illness was not made public until last week, has been in the hospital since last week. He was suffering from a heart attack.

He was a member of the Supreme Court and had been a member of the Supreme Court since 1937.

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Are Starred in Comedy



Robert Montgomery has his hands full with Rita Johnson (left) and Yvonne Arnaud (right) in "Neutral Port," which opens tomorrow at the Capitol Theatre.

City and District

City Temperatures—Maximum and minimum temperatures recorded at the Victoria weather station, Oct. 4, 1941: Maximum, 54; minimum, 41; average, 47.5. Wind, light variable; clouds, light variable.

Charge Withdrawn—A charge of vagrancy against Florence Jones, 34, of the Victoria Hotel, was withdrawn by the city police.

Street Work—Workmen began on Douglas Street, between Vancouver and Victoria Streets, today.

Yvonne Arnaud—The actress who played Linda Bore in "Neutral Port" is expected to appear in the city police court.

Early Fire—A small fire in a valve box at the Victoria Powerhouse today was extinguished by the city fire department.

New Missing—Immigration officers today issued a warrant for the arrest of a man named John Smith, who is missing from the city.

Premises Entered—A thief who entered the premises of the Victoria Hotel today was arrested by the city police.

Reinforced—Three motorcade cars today reinforced the city police force for the motorcade.

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Notice to Saanich Taxpayers

IN ORDER TO AVOID PENALTY, RATES MUST BE PAID BY OCTOBER 15.

Non Payment Penalty Will Be Added to Amounts Due.

October 11 - 2% November 11 - 2%
October 13 - 2% December 11 - 2%
October 15 - 2% December 13 - 2%

See assessments and rates of taxes, which by mailing rate with paid bills, may be paid in advance of the due date of the bill.

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TO BE HERE ON HOLIDAY

Family Circle and Family Will Spend Thanksgiving Day in Victoria

WINSPEO, Oct. 4. — R. C. Vaughan, president of the Canadian National Railways, will leave for the west for an inspection of the system from and return to Vancouver, British Columbia. Mr. Vaughan will be accompanied by two members of the board of directors and several officers of the company. The inspection party will leave Montreal on

THANKSGIVING WEEK-END FARES TO VANCOUVER

Adults \$1.15
Children 1/2 Fare
Return \$3.15

TO SEATTLE

Adults \$1.15
Children 1/2 Fare
Return \$3.25

BARGAIN VANCOUVER Monday, October 13

Adults \$1.15
Children 1/2 Fare
Return \$2.00

Canadian Pacific

Adults \$1.15
Children 1/2 Fare
Return \$2.00

Salt Spring Island Ferry

Adults \$1.15
Children 1/2 Fare
Return \$2.00

DAILY SAILINGS

Adults \$1.15
Children 1/2 Fare
Return \$2.00

GULF ISLANDS FERRY CO., LTD.

Adults \$1.15
Children 1/2 Fare
Return \$2.00

PACKAGE FREIGHT HOUSEHOLD GOODS FARM PRODUCE

Adults \$1.15
Children 1/2 Fare
Return \$2.00

THE ISLAND FREIGHT SERVICE LIMITED

Adults \$1.15
Children 1/2 Fare
Return \$2.00

Will Spend Holiday in Victoria

Adults \$1.15
Children 1/2 Fare
Return \$2.00

Two Men Missing Following Fight in Air Overseas

Adults \$1.15
Children 1/2 Fare
Return \$2.00

MAIL AND SHIPS

Adults \$1.15
Children 1/2 Fare
Return \$2.00

WEATHER REPORTS

Adults \$1.15
Children 1/2 Fare
Return \$2.00

COASTING CRAFT

Adults \$1.15
Children 1/2 Fare
Return \$2.00

MARINE, RAIL and AIR

Historic Warspite Crest

Adults \$1.15
Children 1/2 Fare
Return \$2.00

NAV FLYERS KILLED

Adults \$1.15
Children 1/2 Fare
Return \$2.00

FLASHES OVER TRICKY HARBOR

Adults \$1.15
Children 1/2 Fare
Return \$2.00

FOUND GUILTY OF TAMPERING

Adults \$1.15
Children 1/2 Fare
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Unrel Memorial To Officers and Men of H.M. Ship

Adults \$1.15
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ANOTHER CORVETTE

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Unrel Memorial To Officers and Men of H.M. Ship

Adults \$1.15
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ANOTHER CORVETTE

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MARINE, RAIL and AIR

Historic Warspite Crest

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NAV FLYERS KILLED

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FLASHES OVER TRICKY HARBOR

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FOUND GUILTY OF TAMPERING

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ANOTHER CORVETTE

WANTED - CREAM OR WHITE ENCL.
 owner in need medication. Please
 call 012345

WANTED - A HEATED TWILIGHT
 4 door preferred. \$ 2500

WANTED - 88 A A RIFLE OR
 88 A RIFLE. \$ 1500. Contact 012345

WANTED - COLD ACURA NEW OR
 OVER. in good condition. 012345

WANTED - FOUR CARS OR TWO-BIRD
 a 4 door. 012345

WANTED - RAND. POWER STDM P
 pickup. See 012345 Contact

WANTED - IS-CADDS SHOOTING. FOR
 cash. See 012345, contact

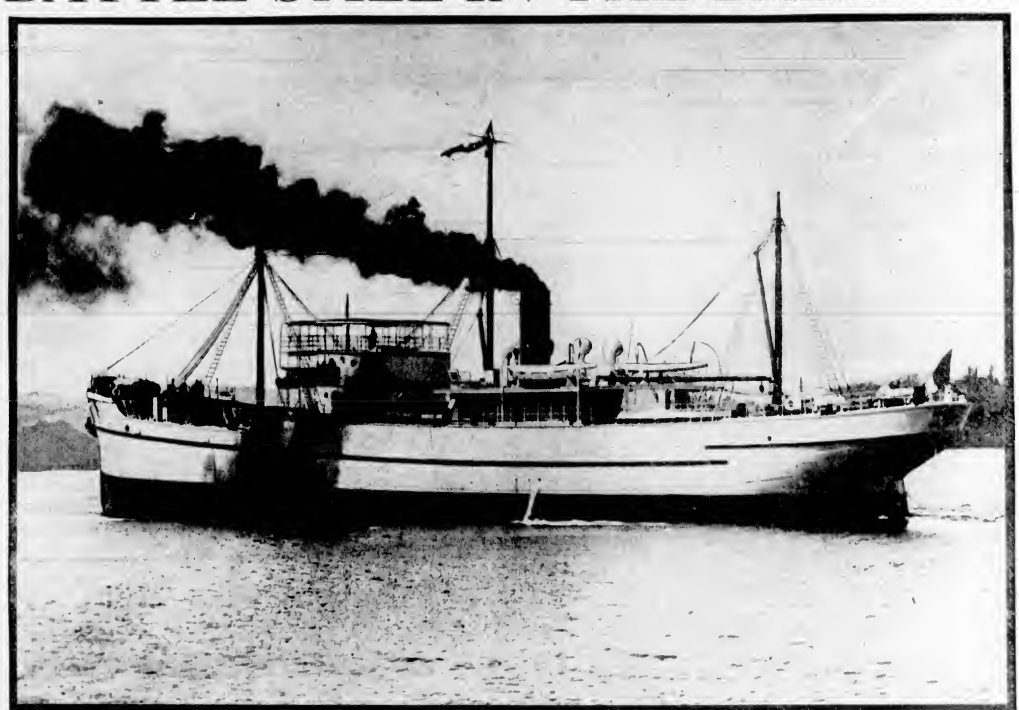
A SWAPS

WILL SWAP 64 VOLUME LEATHER-
 BOUND SET OF 2000. on PAPERBACK. 15
 for 1500. 012345

NO. 254—EIGHTY-THIRD YEAR

VICTORIA, BRITISH COLUMBIA, SUNDAY, OCTOBER 5, 1914

BATTLE TITILL IN THE BALANCE



OSECURITY continues to shroud the Battle of the Atlantic. It has been hanging in the balance for some time now and will probably continue to be so for many months. It is a battle that is being fought in the waters of the world, and it is a battle that is being fought in the hearts of the people of the world.

Today the conflict rages a long way from the tranquil Pacific shores, and the people of some other lands a little further away. It is a battle that is being fought in the waters of the world, and it is a battle that is being fought in the hearts of the people of the world. It is a battle that is being fought in the waters of the world, and it is a battle that is being fought in the hearts of the people of the world.

There are few available and steel ships could be launched as fast as shipyards could turn them out by steady work there would be little argument in favor of wooden vessels, not because of any great difference in tonnage value, but primarily for the reason that the timber which would have to go into the construction of wooden hulls could not be properly secured anywhere. In an emergency, a very serious one exists and is liable to hang on for some time. A fleet of wooden ships, each capable of carrying 3,000 tons of supplies, might well help to tip the scales of battle in favor of the side they would be carrying cargoes for.

There are good arguments for and against the building of wooden ships in actual times, but there is nothing normal in the great destruction of ship tonnage which has been going on for two full years now. People who advance the argument that the life of a wooden ship is brief, forget that wooden vessels have lived longer in service than any steel hull so far sent afloat. Take the *Bude Under Coves*, for instance. It had traded from British Isles to Spanish ports and in the area about England, Scotland and Ireland for 123 years and would probably be going yet if she hadn't foundered some years ago. The clipper *Citadel* was another example of a long-lived wooden vessel. Another argument is that they cannot be built large enough to compete with the larger ones in ship construction of steel.

Again, if you can build two or three 3,000-ton vessels for the price of one 10,000-ton steel ship, the odds are just that much in favor of one or more of the wooden ships sailing across the Atlantic. As far as a wooden vessel not having the speed of a steel ship, speed is not the main consideration in the movement of cargoes across the Atlantic just now, the majority of cargoes traveling at rates between seven and nine miles an hour, or according to the capabilities of the slowest ship. If wooden vessels can carry 3,000 tons of cargo across the ocean, their building will be justified, even if the timber going into their hulls is not sufficiently time-seasoned. A couple of tips would repay the cost of putting them in commission.

Waste of Time

ARGUMENTS pro and con in connection with wooden ships could be continued. Arguments waste valuable time. Whether built of steel or wood, ships can only be constructed, launched and commissioned rapidly when the flow of materials is constant. A good many wooden ships were built during the last war, or World War I as it will probably be called now. Some of those ships are still afloat. Various shipyards have not been twenty-five and thirty wooden ships in the yards of the British Empire, the majority of which were for the Imperial Maritime Board and twenty for the French Government. There is no reason why that effort couldn't be duplicated again.

In the summer of 1913, negotiations were started to build a contract with the Foundation Company was considered. In the summer of 1913, negotiations were started to build a contract with the Foundation Company was considered. In the summer of 1913, negotiations were started to build a contract with the Foundation Company was considered.

yard nearby, which the Commonwealth Company had launched under German ownership for the coast trade, had to be enlarged and have equipment added, each yard taking care of four building ways. The contract was signed on August 31, 1913, the twenty ships to cost \$1,200,000. The following month, on the same day, September 30, 1913, both these vessels were christened. The last ship was launched October 9, 1913, and the last one delivered on December 3, 1913, exactly one month ahead of the date agreed upon. The average period from keel-laying to delivery for the twenty ships was 217 days. The shortest period from keel-laying to launching was seven weeks, calendar days, or reduced to actual working days (Sundays, Saturdays, and Sundays) eliminated) fifty and one-half days. The longest period from keel-laying to delivery was 217 days. The shortest period from keel-laying to delivery was 217 days.

The first vessel launched went on trial as a completed ship in very rapid 100 days afterwards. From the date of the first trial trip the ships were utilized at the rate of one every seven and one-quarter calendar days, the average period from keel-laying to delivery being 217 days. The contract called for ships of 3,000 tons deadweight. The twenty ships averaged 3,284 tons each, a net gain of 280 tons for the fleet. On top of this, the vessels were specified to develop 1,100 indicated horsepower. The twenty vessels developed 1,223 hp. The vessels were specified to develop 1,100 indicated horsepower. The twenty vessels developed 1,223 hp.

Ships Well Built

THESSE ships were well built in every respect, too. They had to measure up to the requirements of the French Bureau Veritas, the Kings of France, for highest classification as far as necessary for cargo stevedores. Built under expert supervision, these vessels were inspected from start to finish by a local representative of Bureau Veritas and a resident agent of the Bureau, who work

bring carefully showed from day to day, with the result that the ships were completed to the satisfaction of the owner, his representative as well as the bureau's members of the French High Commission in the United States.

The ships were designed by naval architects, C. and Stevens of New York. The picture bearing the title displays a vessel of fast lines. The ship were all 385 feet in length and fifty-seven and one-half feet wide. They were single-deck cargo type built of Douglas fir throughout about one and one-half million feet going into each vessel. Two screws propelling the ships, the engines being two 500-horsepower vertical, direct-reducing, triple expansion marine type with twenty-six inch stroke, each to develop not less than 800 h.p. at 120 revolutions per minute under full boiler pressure. Two cross-hatching Scotch marine type boilers generated steam. The ships were supplied running from various builders, but were uniform in point of accuracy and accomplishment.

In the light of what was accomplished in Victoria in the way of turning out wooden tonnage in the fourteen months of 1913-14 there is no reason for not seriously considering the establishment of wooden shipbuilding plants on the coast without further delay. Naturally Canadians would like to have them, but not that's not the point now. The main thing is to get the ships on their way. The fact that they will be found sailing when the opportunity to do their bit presents itself.

The emergency has arisen instead of planned since October, 1914, and with the war as well as in the air and on the land, the emergency may continue to grow more and more acute. Getting ready for it is the best way to meet all emergencies. It is the best way to meet all emergencies. It is the best way to meet all emergencies.

lower waters at the present time, they have been withdrawn because they were not to the satisfaction of the owner, his representative as well as the bureau's members of the French High Commission in the United States.

Face the Facts

AT last I write a bit on "Rushes of Ships," which I stated "This article does not advocate the building of wooden ships at this time. It would not be sound economy to consider their construction as long as a supply of steel ships can meet the need necessary to keep Britain's life-line healthy. Yet as a fact, it should not be forgotten that wooden and composite hulls could be equally useful in fighting cargoes overseas in an emergency. The British Empire is now engaged in a fight to a finish, and all the resources of industry and man power in Canada should be enlisted in the effort to win it. In the presence of man power and industry on this Pacific Coast of ours, the money the facts are faced the better. Now is the time to prepare for the long pull ahead. Let those who are in authority lead the way. The risk and the will will be found wanting when the opportunity to do their bit presents itself."

The emergency has arisen instead of planned since October, 1914, and with the war as well as in the air and on the land, the emergency may continue to grow more and more acute. Getting ready for it is the best way to meet all emergencies. It is the best way to meet all emergencies. It is the best way to meet all emergencies.

They say the faith, the faith our fathers used to. They say the faith, the faith our fathers used to. They say the faith, the faith our fathers used to.

Any good garden soil will grow perennials but as a perennial border is intended to be permanent, thorough preparation of the soil is advisable.

His elder son was killed in 1938. Clothes, but there is as yet no
when his own plane crashed. (similar plan for man's clothes)